



Volunteer Advisory Group to the City of Burlington's Dept of Public Works
www.burlingtonwalkbike.org | List Serv: burlingtonwalkbike@googlegroups.com

September 30, 2012

David White
Sandrine Thibault
Department of Planning & Zoning
149 Church Street
Burlington, VT 05401

Dear David and Sandrine,

Thank you for an excellent PlanBTV. You conducted a terrific public process that encouraged widespread input and collaboration. Many of the Plan's recommendations are both innovative and practical.

We have seen Local Motion's many specific comments and concur with their conclusions. We would like to go on record as supporting their input. In addition, we have some comments of our own:

- We support the Plan's strong emphasis on Complete Streets, including the focus on walking and biking as critically important components of our transportation system.
- We support the concepts of improving streetscapes, crossings, and walkways for pedestrians; however, the report could include more specifics on ways to make crossings safer. In addition, the report includes no mention of traffic calming to improve the safety and experience of pedestrians.
- We strongly support the focus on improving bike routes through downtown. We agree that the Winooski Ave. corridor is the most important place to improve biking facilities in Burlington.
- We support the idea of expanding the grid of streets by opening up a passage for bikes and pedestrians at least, and perhaps cars as well, through the mall at St. Paul and Pine Streets. Improvements to Battery St. and to the various east-west routes through downtown and down to the waterfront are also important. In addition, although they may be on the edge of or outside the study area, the Union St. and Willard St. corridors also require attention and improvement to ensure bicycle connectivity through the city.
- Any changes to the location of the waterfront ferry landing should ensure a close connection with rail and bus services for seamless transportation without use of a car.
- On pages 66 & 67, the different bike facilities are labeled for Novice, Confident and Experienced bike riders. We feel a more accurate depiction would be to indicate that Cycle Tracks are for *all* cyclists, that the bike lanes are for Confident and Experienced bike riders, and that Sharrows

are for experienced riders. We are concerned particularly that depicting Cycle Tracks as only for novices misses communicating how important they are and how widely they'd be used.

Below is an [analysis of transportation cyclists in Portland, OR](#) (follow link for a full report of the studies methods and conclusions). Presumably riders in VT follow a similar pattern. This may be useful in thinking about the types of facilities Burlington wants to provide to cyclists, in order to attract more people to ride. To increase biking mode share, we need facilities that appeal not only the 1% "strong and fearless" and 7% "enthused and confident", but to the 60% "interested and concerned", who are generally unwilling to ride on the street with cars.

Four Types of Transportation Cyclists in Portland

By Proportion of Population



Thank you for the opportunity to comment, and for doing a terrific job on this visionary document for Burlington.

Sincerely,

Charlene Wallace,
Chair,

with the members of the Burlington Walk/Bike Council Steering Committee:

Phil Hammerslough
Stu Lindsay
Steve Norman
David Hood
Erik Brown Brotz

Mary Twitchell
Bryan Davis, CCRPC
Christina Erickson
Sustainability Director,
Champlain College